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Hongkong, 29th April 1908. [a27]

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Hongkong, 17th June, 1909. [a33]

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Hongkong, 4th June, 1909. [a35]

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Hongkong, 15th October, 1907. [176]

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Shanghai, 11th June, 1909. [a378]

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[a42]

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Hongkong, 24th July, 1908. [a451]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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[a1623]

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Swatow, 1st April, 1909. [a552]

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Hongkong, 29th April, 1909.

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The Daily Press.

HONGKONG, JUNE 30TH, 1909.

The Reports of the Royal Commission on Shipping "Rings" (a lengthy summary of which appeared in our Monday's issue) are naturally of considerable interest to the mercantile communities in the Far East. This Commission was appointed nearly two years ago to inquire into the operations of the Shipping "Rings" or Conferences generally, more especially into the system of deferred rebates, and to report whether such operations had caused or were likely to cause injury to British or Colonial trade, and, if so, what remedial action, if any, should be taken by legislation or otherwise. The result of these labours is two elaborate Reports—Majority and Minority Reports—which do little more than give to the world a description of the operations of the "rings" and suggest systems of control, short of legislation, to check the admitted disadvantages which are inherent in monopolies of all kinds. Even the Majority could not avoid the conclusion that a Shipping Conference making use of a system of deferred rebates does possess, so far as the shipper of general merchandise is concerned, a limited monopoly; but they considered that where a regular and organised service is required, the Conference system, fortified by some tie upon the shipper, is, as a general rule, necessary. They attribute to the system the advantages "which are usually associated with monopoly, viz. organisation, economy in production, avoidance of wasteful competition owing to duplication &c.," but they are constrained to mention that the system

also has its disadvantages, which they do not specify but refer to as "those which are usually inseparable from a monopoly not subject to control." The Majority adopt as their main recommendation the suggestion that "all that is required to check abuses of the Conference system is that the shippers and merchants in a given trade should form themselves into an association, so that they might be able to present a united front to the Conference when any controversy arises." Verily, the mountain in labour has brought forth a mouse! Substantially such associations have existed, and in the very nature of the circumstances, must always exist. The

Minority Report differs from the Majority Report in that it dissents from the findings of the former as to the advantages claimed for the Shipping Conference and the deferred rebate system. The Commissioners who form the minority say that the Majority Report "overstates such advantages, erroneously attributes some of them to the system and does not give sufficient weight to the disadvantages resulting therefrom or to the dangers incident to the system." Among the conclusions at which the Minority arrive are these: that the Conference system was introduced in the first instance with the object of raising rates or preventing their fall, and diminishing competition; that it has been successful in raising or keeping up rates; that the public have, as a rule, to pay higher rates of freight than they would pay in the open market; that the system has been injurious to "tramps," the strongest element in the British mercantile marine; and it leads, as to them, to waste and to higher rates of freight; and they declare also that there is no evidence that the system has appreciably increased regularity of sailing or greatly improved the quality of steamers, "but it has tended to bring about equality and stability of rates." Though the Minority thus flatly declares against the results arising out of the Shipping Conference they are not prepared at present to recommend legislation on the lines of the Sherman Act, and consider that any legislation short of that would be ineffectual. Consequently their recommendations are much on the lines of the Majority Report, but with largely increased powers to the Board of Trade ensuring the results of official inquiries being promptly brought to the notice of Parliament. In short, the Minority rely strongly on the effect of full publicity, which has not hitherto existed, as to the working of the Conferences. Sir DAVID BARBOUR, one of the Commissioners, it is interesting to note, is of opinion that no check could be applied sufficient to protect the public interests without at the same time involving such an amount of interference with the business of the shipowners as to make the continuance of the Rings impossible, and that is a view which must force itself strongly on whoever reads the recommendations which the Commissioners have made. It now remains for the Government to take some action on these Reports, and the publication of the regulations which must result from the presentation of these Reports will be awaited with eager interest in shipping and mercantile circles.

It is of interest to note in this connection that final judgment has quite recently been rendered in the United States Circuit Court in an action started six years ago against the South African "Shipping Ring" by a firm of exporters who shipped goods by outside steamers as well as by those of the "Ring," and consequently disqualified themselves to claim deferred commission in respect of their shipments by "Conference" steamers. They sued the lines concerned for damages sustained, claiming that they had been deprived of \$5,560. The final court of appeal has now held that the Conference system is in restraint of competition in foreign commerce and contravenes the Federal Anti-Trust Statute, and under section 7 of that statute the plaintiffs are entitled to recover treble the damages sustained. A verdict was given in their favour for \$25,180. We cite this judgment as adding force to the finding in the Minority Report that the Conference system "gives a country, such as the United States, in which the system is illegal, an advantage as compared with the United Kingdom."

On Monday afternoon a passenger on the Yammato ferryboat jumped overboard and was drowned.

A letter dated the 9th inst. from London via the Siberian route was delivered yesterday in Hongkong, 20 days in transit.

The Douglas Steamship Co. announces a reduction of 20 per cent. on first class fares to Foochow during the months of July, August and September.

A Chinese widow, residing at 192, Hollywood Road, reports to the police that yesterday while she was asleep in the house someone stole from her person ten \$10 notes and a promissory note for \$500.

The English, French and German Mails of the 29th, 25th May and 3rd June were delivered in London on the 22nd inst.

Mr. S. A. Seth, secretary of the Dairy Farm Company, leaves for home to-day by the Hiran Maru. Last night he was the recipient of a handsome dressing case and other articles presented in recognition of his valuable services as treasurer to the Victoria Recreation Club.

The manager of the Kwong Wo Loong firm, 356, Queen's Road Central, has informed the police that he has received private telegrams from Shanghai intimating that a man named Ng Pak Tong has embezzled \$43,000 and absconded. He suspects that the man has come to Hongkong.

Our London correspondent writes:—I learn that Mr. and Mrs. Laurence Gibbs will leave in a week or two on their return to the Colony and will go, as they came, by way of Siberia, having been highly pleased with their overland journey. Instead, however, of going by rail to Moscow they will this time proceed to St. Petersburg by steamer.

His Excellency Kao Erh-chien, Chinese Commissioner to the Macao Delimitation Conference, accompanied by Mr. Harris, Chinese Commissioner of Customs, called on His Excellency the Governor yesterday, and afterwards called on the Portuguese Consul, subsequently visiting the other Consuls during the day. It is not expected that the Conference will commence its sittings before Monday. General Machado, the Portuguese Commissioner, returns from Macao to-day.

"Our share in the Shire Line, which trades from London to Ceylon, the Straits Settlements, China and Japan, is (said the Chairman of the Royal Mail Line) gradually developing, and this Company is in a position to take advantage of any improvement in the trade of the East, or any great awakening of China, which many people foretell, which, of course, I fully realise may be many years coming about, but undoubtedly China is being gradually opened up with railways."

When the Austrian Lloyd steamer *Erzherzog Franz Ferdinand* arrived here from Shanghai, a man who was being conveyed to Austria on a charge of forgery was brought before Mr. Hazeland at the Magistrate's Court on Saturday and remanded in goal until yesterday morning, when he was handed over on another order to the Secretary of the Austro-Hungarian Consul, who, accompanied by Det. Inspector O'Sullivan, conveyed him on board the ship, which left here yesterday.

The *Singapore Free Press* in a leading article on the discussion which has taken place in the Hongkong Legislative Council on the Opium Bill, says:—"Like Hongkong we shall need to protect against changes in systems, or practice, which might do us harm by being too readily adopted. And we, too, may need to ask for Imperial assistance to augment our sources of revenue, destroyed by the action of the friends of the present Government. The experience of this Colony, in the past, of the Colonial Office combined with the Treasury, has not been so satisfactory as to lead us to accept unhesitatingly the principle of 'sacrifice the revenue and trust to us afterwards to make it up.' That is what the Hongkong members were asked to do, and they naturally objected."

Colonel Bruce, the Superintendent of Police at Shanghai, mentions in his report that there are a great many unemployed foreigners in Shanghai; so many that their number "would come as an unpleasant surprise to many people." There seem to be three classes of them: Unemployed, honestly so-called, who would work if they had the chance; Unemployed who would want to work at all so long as they can find other people to keep them, and whose designation should rather be Unemployable; and lastly growing youths, mainly Eurasian, who require to be strictly and constantly supervised in order to keep them out of mischief, and I regret to say, at times out of crime. Larceny and obtaining goods under false pretences figure amongst the chief crimes of which these youths are guilty. How to secure these boys a chance to live respectable lives is, the report says, a matter for the community rather than the police.

THE FORTHCOMING CAT SHOW.

Although the announcement has been made in several local newspapers, it does not seem to be generally known that a Cat Show is contemplated at a not remote date. It is believed that the idea came from His Excellency the Governor, and the matter is now in the hands of the Sanitary Department. What steps they have taken in the matter have not transpired, but we are informed that a committee representative of both sections of the community has been appointed to make arrangements.

Of course there can be no prize without a prize fund, and though the prizes awarded will not be large or valuable it nevertheless entails a considerable sum of money to provide the prizes. Subscriptions to this prize fund are to be invited, and doubtless there should be a good response from our wealthier citizens.

Our representative made inquiries yesterday and learned that the matter is being seriously taken up. He was told that the cats would be judged on certain well defined distinctions which indicate certain characteristics. For instance, a certain shaped head betrays cleanliness, and other points can be judged in a similar way. Having in mind the Board's idea of the value of cats as rat destroyers, he asked if there would be any awards for good actions, and he was further informed, with a smile, that the qualities of the felines in this direction would be tested by properly organised rat-hunts. If that be so, there can be little doubt of the success of the forthcoming exhibition from the public standpoint. Such rat-hunts will be sure to draw large gatherings.

TELEGRAMS.

[Protected by the Telegraphic Messages Copyright Ordinance 1894.]

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

THE WELLMAN POLAR EXPEDITION.

LONDON, June 29th.

Mr. Wellman's balloon shed at Spitzbergen has been blown down in a gale, and it is doubtful whether the expedition will start for the Pole this year.

THE MARSEILLES STRIKE ENDED.

LONDON, June 29th.

The strike of naval Reservists at Marseilles has terminated and the mailboats have resumed their calls at the port.

THE BRITISH HOME FLEET.

THE RESULT OF THE INQUIRY.

LONDON, June 29th.

The "Daily Mail" says it is understood that the findings of the Subcommittee on Imperial Defence with regard to the statement submitted by Lord Charles Beresford dealing with the readiness (or unreadiness) of the Home Fleet, justifies the Admiralty. It is doubtful whether the Report will be published.

PRINCE BUELOW.

LONDON, June 29th.

It is expected that Prince Buelow will resign the Chancellorship within a fortnight.

[FROM THE "CHUNG NGOI SAN PO."]

VICERGERAL CHANGES.

VICEROY CHANG TRANSFERRED.

PEKING, June 29th.

H.E. Tuan Fang, now Viceroy of Nanking, has been appointed Viceroy of Chihli.

H.E. Chang Jen Chung, now Viceroy of the Two Kwang Provinces, has been appointed Viceroy of Nanking.

Yang Shu Fan, now Governor of Shantung, has been appointed Acting Viceroy of Canton, and Shun Po Ki is appointed to act as Governor of Shantung.

CANTON.

(FROM OUR CORRESPONDENT.)

27th June, 1909.

A JAPANESE MURDERER.
It appears that the foreigner who was murdered at a village in the Tsang Sheng District was a Japanese travelling agent. It is reported that he was representing a firm of Japanese chemists and druggists. The Japanese had a coolie with him who was carrying his luggage; the villagers murdered both of them and threw their bodies into the river. The Japanese Vice-Consul and several deputies of the Viceroy are investigating the matter.

PURCHASING A STEAMER.

The Viceroy is negotiating with a German firm here for the purchase of a steamer which will run to and from the Parcel Islands. The vessel, which is now anchored off the Shamen bank, has been inspected by Admiral Li Tsun.

COMPENSATION TO MISSIONARIES.

A few days ago \$1,500 was paid over to the United States Consul-General here by the Chinese Government as compensation for the destruction of a missionary house-boat by a mob in Koon Yew some time ago. The matter was settled by the Peking authorities and the United States Minister.

INFANT "ANTI-CHRIST" TRAMPLED TO DEATH.

SUPERSTITION IN RUSSIA.

The forty-Russian peasants who were charged with the murder of a two-year-old boy, whom they trampled to death in the belief that he was "Anti-Christ," and as such, responsible for the failure of their crops, have just been tried. All were acquitted except the instigator of the crime, who, says Reuters' St. Petersburg correspondent, was found to be suffering from religious mania.

The killing of this baby boy was one of the most remarkable cases of superstition recorded in modern times. Firmly convinced that the child's presence in their village was the cause of the failure of their crops, the peasants held a council, branded him as "Anti-Christ," and, with the consent of his father, trampled it to death, the mother being the only person to protest.

SUPREME COURT.

Tuesday, June 29th.

IN APPELLATE JURISDICTION.
[BEFORE THE FULL COURT.]

A COMPROMISOR'S LIABILITIES.
The appeal was continued against the decision of the Chief Justice in the action in which Messrs. S. J. David and Co. proceeded against their compradors, Chan Ut Chin, to recover \$648,816. Messrs. D. MacNeil and C. G. Alabaster, instructed by Messrs. H. J. Gedge and A. Jackson of Messrs. Johnson, Stokes and Master, appeared for the appellants (plaintiffs), while Hon. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. J. Scott Harston of Messrs. Ewens and Harston, represented the defendants.

Mr. MacNeil proceeded with his argument. The points he wished the Court to have in its mind when it came to the construction of the agreement were—First, that it was a simple ordinary transaction; second, that the documents setting forth that transaction were prepared by an experienced and capable draftsman; third, that the parties were a firm and a comprador; fourth, that the comprador was engaged by the firm upon condition of his executing the mortgage and agreement; fifth, that the mortgage and agreement contained an enumeration of the comprador's duties, because (1) it was impossible to say that they were fully enumerated in the agreement, and (2) because one of them was enumerated in the redemption clause, namely, the duty of paying Chinese losses; Sixth, that inasmuch as the firm would not engage a comprador except upon condition that he entered into this mortgage and agreement it might be assumed that they considered his doing so would make it a little more certain that he would perform his duties if they allowed him to take them up. In fact, the terms of the mortgage and agreement did make it a little more certain that the comprador would perform his duties, the conclusion being that this mortgage was intended to secure the performance of the comprador's duties. Those were the points Counsel desired their Lordships to have in mind when they came to consider the documents. It was not stated that the firm asked the comprador to be their comprador.

The Chief Justice—There is this fact, if the firm did not get this comprador they would have got another on the same conditions. I don't think that aspect can be overlooked.

The Puisne Judge—There is one other point, and I don't know whether it was touched on in the Court below. It occurs to me that apparently these losses took place at a time when, so to speak, the bottom had dropped out of the market. Can you assume that he intended to secure the firm in all their contracts, or was it not intended to secure them against the default of occasional customers?

That into it. These agreements were drawn up in contemplation of the ordinary course of business. That was to say, a man put up a small security to do a big business which everyone hoped was going to be done profitably. But a time of sudden disaster was liable to come, and then it was that the security proved totally inadequate. He quite understood what the Puisne Judge meant, and agreed with it, but these deeds were drawn up in contemplation of the ordinary course of business, and the ordinary course of business must involve the possibility of sudden disaster. Coming to the first point of construction, Counsel said he was prepared to maintain that this mortgage contained an absolutely unambiguous covenant to pay the losses under Chinese contracts, and for this simple reason that the mortgage contained an enumeration of the comprador's duties, and "duties" meant things which the comprador was bound to do, and if he chose to state in an agreement or a mortgage what his duties were he was compelled to perform his duties.

If a man entered into the service of someone else to perform certain duties (the arrangement might be verbal), he undertook to do those duties when he entered that man's service. If, on the other hand, a party embodied the arrangement in writing, the duties were undertaken in writing just as they would have been undertaken verbally in the first mentioned case. He maintained with great confidence that the comprador had undertaken expressly and without the smallest shadow of ambiguity to pay the losses incurred on Chinese contracts. If more was required, the mortgage deed gave express power to demand from the comprador the payment of Chinese losses. He would submit, further, that there was an equally expressed undertaking, quite free from ambiguous terms, in clause 8 of the agreement.

Mr. MacNeil, proceeding after this, said the words in clause 8 of the agreement, "as aforesaid," required an absolutely rational meaning. They had, as far as he knew, no meaning in English except as mentioned above, "and already referred to." Their Lordships might think he had not referred to them, but he said he had, and it was for the Court to say whether any words in that clause justified his statement that he had mentioned them.

Mr. Alabaster said he would proceed to the points his learned friend had left untouched. The first of those was that the learned judge in the Court below had finally decided to ignore an admission in the bankruptcy proceedings on the ground that there was a well-known rule where an agreement was reduced to writing that evidence obtained was an admission. It was quite true that that was a general rule, but like many general rules it had exceptions, and there were two in this instance. The first was with regard to consideration found where a document which contained a contract between the parties expressly stated that there

was no consideration, yet they were allowed to go elsewhere to prove there was consideration. The other exception was with regard to admission. The whole idea of a mortgage was to secure some obligation, and it could not be compelled to do any more than that. The effect of the judgment in the Court below was that these documents were meaningless.

The Chief Justice—I don't think that is the effect of it.

Sir Henry Berkeley, proceeding, told the Court it was well to remember as the outset the nature of this claim which the appellants made against the respondents. It was that the respondents should be liable for the debt or default of a third person. Such a liability was one which must, under the Statute of Frauds, be imposed by a writing—some written agreement or some memorandum in writing to testify to the agreement imposing the liability. In the covenant there was no implied liability to pay the debt of a third person unless that implication arose out of necessity from the construction of some written agreement or what was equivalent thereto. It was therefore at the outset clear that no such liability could be imposed. They had nothing to do with the business relationship of the parties by construing an agreement by which one sought to make the other liable to a debt of the third. An implication could only arise in the words used in the agreement, or to put it in another way, the agreement must in expressed language impose the liability to pay the debt, or from the language used, a necessary implication must arise therefrom. To carry his learned friend's contention on that point to a logical conclusion, there would be no necessity to have any comprador's agreement at all. It was evident that they had to look at the written terms of the agreement made between Messrs. S. J. David and the respondent and nothing else. The respondent in this case contracted in two distinct capacities: first of all he contracted as comprador, and then he contracted as surety for the comprador. In the second capacity of mortgagee the respondent was a surety, and he was entitled to all the protection which the Courts gave to a surety. The mortgage was a security of a surety, and would have to be construed with stringency. While there was an agreement between the parties there was no such agreement as set out in the appellants' statement of claim.

The hearing was further adjourned.

CASES AT THE MAGISTRACY.

A Chinese shopkeeper was yesterday fined \$75 for using unjust weights and measures.

For being found in possession of opium one man was fined \$250 and another was fined \$150.

Two men arrested on a charge of piracy at Deep Bay were brought before the Magistrate yesterday and remanded.

On Monday two careless coolies in charge of a diet cart allowed it to run over the feet of a Chinese, who had to be sent to the hospital. The men were arrested and brought before the Magistrate yesterday and remanded.

The Macao boundary is not the only question of delimitation at present. Apparently there is some doubt as to the boundaries of King's Park at Kowloon, as a Chinese cattle dealer, who was yesterday summoned before Mr. Hazeland at the Magistrate for allowing his cattle to stray in the King's Park, was discharged, his Worship holding that the park included was not part of the Park. It was stated that placards were exhibited with the usual restrictive notices on places which were not within the limits of the Park, and on that ground his Worship dismissed the summons and intimated that the matter should be brought to the notice of the proper authorities.

An extraordinary stabbing affray was brought to the notice of Mr. Hazeland at the Magistrate's Court yesterday when a fourteen-year-old boy was charged with injuring another boy by stabbing him with a knife. It appears that the victim was carrying two baskets of tripe and was on his way to Yau-mai when he sat down and rested near the Gasworks. He had only been sitting a short time when he discovered another boy attempting to steal from his baskets. Naturally he resented this and a quarrel ensued, during which the assailant drew a knife and stabbed the other in the back. He ran off immediately and threw the knife into the harbour, but was subsequently arrested. The other boy had to be sent to the hospital to have his injuries dressed. Fortunately the wounds were not serious. His Worship ordered the defendant to receive twelve strokes with the birch and to be detained for forty-eight hours.

A CRY FROM CHINATOWN.

Complaints are rife in Chinatown as to the restricted water supply. At present the water is run only for two hours, a period which is quite inadequate to enable the people to get what they need for cooking or for washing purposes. There is a feeling that they ought to be allowed more, as in the tenements it means that the people occupying the first floors draw all the water and do not allow the others above them to obtain a supply at all. Even the street pipes are not sufficient to meet the demand, and it is generally known that folks have to wait there for hours and perhaps fail to get any even then, while the struggle to get water often leads to fights and disorderly scenes. The Chinese complain of the hardship of paying for a water supply which they do not get. It means in many cases that there is no water with which to wash in the morning and none to make the morning-cup-of-tea. We pass on the complaint to those to whom it is intended it should reach.

Mr. A. Seth, who has recently retired from the office of Registrar of the Supreme Court, leaves for a holiday at home to-day.

The bowling competitions on the Kowloon Bowling Green have been interfered with by the recent unpropitious weather and the Committee have arranged for an extension of time in the second rounds, the rounds to be finished by the 7th July instead of the 30th June.

May 28th, 1909.

rat of postage, international correspond
has increased at a greater ratio than the l
one. Now experience proves that cheap
encourage writing, whilst higher ones lead

The J.-C.-J. Lijn str. Tijlirony left 3
for this port on the 29th instant a.m. and
be expected here on or about the 4th prox.
The N.Y.K. str. Kumano Maru (Austr
Line) left Kobe for this port via Moji
Nagasaki on the 29th instant, and is expect
here on the 6th prox.
The P.M. str. Asia arrived at San Francisco
on the 27th inst.

course of the journey north was, roughly, Frankfurt, Kassel, Hanover, Bremen, Hamburg, Rostock, Danzig, Gdansk, Szczecin, Stettin, Berlin, Potsdam, Magdeburg, Halle, Leipzig, Chemnitz, Dresden, Regensburg, Passau, Linz, Vienna, Bratislava, Prague, Brno, Opatowitz, Pilsen, Plzen, Ceska Lipa, Teplice, Litomysl, Hradec Králové, Pardubice, Brno, Olomouc, Znojmo, Mikulov, Blatná, Písek, Jindřichův Hradec, Tábor, Vodňany, Strakonice, Čáslav, Mladá Boleslav, Praha, Brno, Olomouc, Znojmo, Mikulov, Blatná, Písek, Jindřichův Hradec, Tábor, Vodňany, Strakonice, Čáslav, Mladá Boleslav, Praha.

The descended near Goppingen on the 31st

to-day is as follows:	
Hongkong & Neighbourhood(*)	Same as N
Formosa Channel	Same as N
South-east of China between	Same as N
Hongkong and Lamooks.	
South-east of China between	Same as N
Hongkong and Hainan.	
(*) S.W. and S. winds, fresh to moderate	
squally, and showery to fair.	

ate; lifetime. A. S. Watson & Co. Ltd. Sole Agent. [453]

	1875		1895		1906	
	Letters	P.C.	Letters	P.C.	Letters	P.C.
Great Britain						
of which to & from	1,008	87	1,834	314	2,914	848
for countries...	—	—	—	—	220	47
France						
of which to & from	348	20	796	53	1,187	47
for countries...	43	—	102	4	172	—
Austria						
of which to & from	195	21	425	150	682	46
for countries...	43	3	117	39	223	13
Germany						
altogether	542	63	1,217	460	2,346	156

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THE I.G.M. Steamship

"KLEIST." Captain O. Palmke, will leave for the above places TO-DAY, the 30th inst., at 10 A.M. For further Particulars, apply to NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 30th June, 1909. [5]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

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"EASTERN." Captain McArthur, will be despatched as above on WEDNESDAY, 21st July, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the Stations of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th June, 1909. [906]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG." Having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo, impeding the discharge or remaining on board after 4 P.M. will be liable to be stowed in the hold. Hongkong, 29th June, 1909. [16]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST." Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th July, will be subject to rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 9.30 A.M. All Claims must reach us before the 10th July, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. This Steamer brings Cargo. Ex S.S. "Sachsen" from Smyrna via Naples. Ex S.S. "Carnegie" from Port Said. NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 29th June, 1909. [5]

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INTIMATIONS

NOTICE OF REMOVAL.

WE have this Day REMOVED our Offices to YORK BUILDINGS, CHATER ROAD (Top Floor). SCHULDT & Co. Hongkong, 28th June, 1909. [899]

NOTICE OF REMOVAL.

ROYAL SWEDISH VICE CONSULATE. THE OFFICE of the above Consulate has this Day been REMOVED to YORK BUILDINGS, CHATER ROAD (Top Floor). S. SWART, Vice Consul for Sweden. Hongkong, 28th June, 1909. [900]

NOTICE.

THE Undersigned are instructed to reinvest \$150,000 on Local Mortgages. Full Particulars of Securities offered should be submitted to— DENNIS & BOWLEY, Solicitors. Supreme Court House, Hongkong, 15th June, 1909. [854]

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DR. M. H. CHAUN.

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BUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December, 1908. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 21st January, 1909

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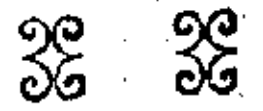
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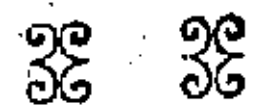
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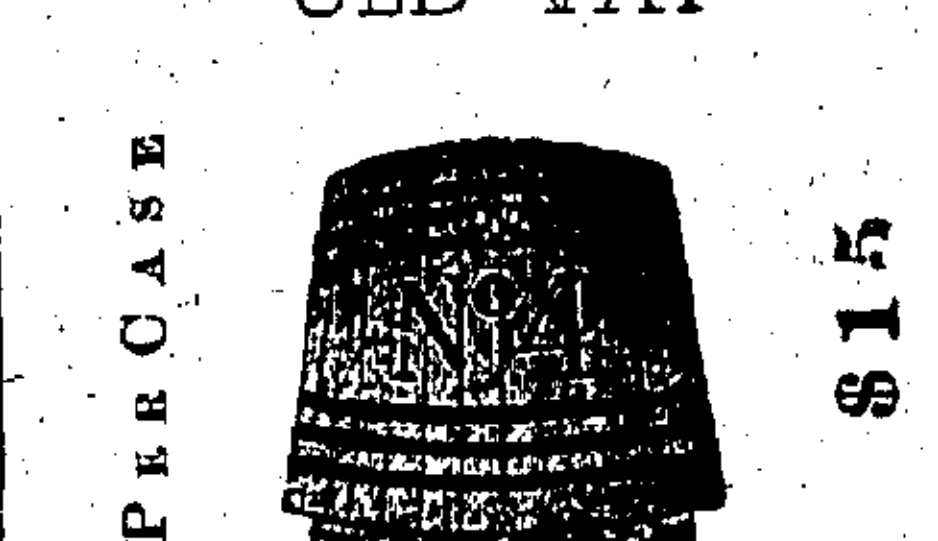
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REFORM IN CHINA.

A TYPICAL MEASURE.

(FROM "THE TIMES" SHANGHAI CORRESPONDENT.)

Of reforms in China there are two kinds. There is the slowly-moving impulse from below, the result of education and the growth of new ideas acting upon the innate good sense and instinctive morality of the masses, an impulse too strong to be ignored by the ruling class, which in certain of the wider national questions (e.g., the abolition of the classical system of examinations and the suppression of opium smoking) has already achieved notable results. In this popular recognition of the need for change, in the gradual evolution of a national and progressive spirit lie China's hopes for the future; and however ineffective at first the machinery of village councils and district assemblies may be in organizing and expressing the aspirations of the people, and preparing for the Parliament to come, it is through these channels that must flow the stream of reform, in an ever-widening current, if it is to flow at all. Though in these makeshifts for popular representation the field of subjects open to public discussion be at first restricted, and the franchise be confined to the middle and upper classes, the impulses which have called these new spirits from the vast deep of Chinese conservatism will, in the fulness of time, bring about the real and permanent awakening of the country, but the time is not yet.

THE OLD SYSTEM.

The other type of reform is that which emanates from above, the *top-down* type, as it is called in the fine-sounding phrase of Imperial Edicts: the flower of Oriental scholarship and statecraft; counsels of perfection, of which every treaty with foreign Powers contains examples; paper reforms, in fact, *ex officio* *et pro forma*. This is the traditional and classical type of reform, familiarity with which has bred in the people a scarcely veiled contempt, but which is still able to impress foreign Governments and other detached observers as of hopeful augury. One of the mainstays of the old system, the *mandarin* in sympathy with every popular aspiration in the direction of beneficial change, frankly admitting the defects and abuses of the existing order of things, the official reformer, *litérateur* or *Manchu*, bravely advocates in sonorous memorials the measures which commend themselves to his sense of expediency or his recognition of impending pressure. And the Throne, no whit backward in the cause of progress, promptly issues the necessary Edicts, and the son of Heaven thus accumulates virtuous merit, his virtuous enactments recorded to the credit of the dynasty. Nor does the matter end here, as some might suppose, for close upon the issuing of the Edict (say within a year) follows the report of the Metropolitan Board or Provincial Viceroy concerned, framing the regulations necessary for carrying the reform into general effect as part of the laws of the land.

It has been said by an acute observer that in framing regulations the modern Chinese official rivals the Japanese, but that in breaking them he has no rival. The statement is, in the main, true, but it fails to make allowance for the fact that the Chinese regulations of the classical type are invariably drawn up in such a manner as to provide in themselves room and justification for their continual evasion; or, to speak plainly, that regulators and regulated are alike aware that the whole business is part of a time-honoured and solemn farce, intended in no way to deceive the people, but merely to provide the officials themselves with a reason and at the same time an object for existence.

As illustrating the *top-down* reform, and the results of a "paper" reform, I cannot do better than cite one of the most recent examples, viz., the reform of weights and measures. On October 9, 1907, an Imperial Edict, in response to memorials, ordered the Board of Commerce and Finance forthwith "to introduce a uniform system of weights and measures throughout the Empire," the standards to be fixed within six months. Here, as it seemed to the uninitiated, was a case of really meritorious initiative and energy; a case in which the Chinese Government, without recourse to her foreigner, and in a full exercise of her sovereign rights, was about to demonstrate her readiness and ability to put her house in order. Unlike those far-distant measures which, under pressure of foreign treaties, are destined hereafter to reform the currency, inland taxation, mining regulations, &c., here was a simple yet far-reaching work of reorganization that China might effect quietly and in her own way.

Accordingly, in May of last year the Ministry of Commerce, presumably after consultation with the provincial authorities, decided upon the units of length, capacity, and weight, by the use of which uniformity of system is to be secured. These are the "Carpenter's Foot," the "Grain Bushel," and the "Treasure Scale" weights. The terms of the Edict would therefore appear to have been promptly and simply fulfilled. It is at this stage that the necessity for regulations makes itself felt, being evident to the official mind that, without such regulations and explanations of a reassuring nature, it was useless to hope for the abolition of the countless and complicated weights and measures wherewith every trader is enabled to "squeeze" the uninitiated in general and the outsider in particular. So the Ministry of Commerce issues its regulations. There are only forty of them, but the Ministry is careful to explain that this is only a preliminary draft, and that others will be added hereafter, when the provincial authorities have suggested amendment; for every province is expected to report on the subject before any decision is reached. Nevertheless, there is much food for thought in the forty.

At the outset one observes, running through them all, a feature common to all regulations which provide for possibilities of reform—namely, that, come what may, the change shall not lessen the lucrative opportunities of the official class. On the contrary, the first *raison d'être* of such a change would appear to be to provide new sinecures, to establish new monopolies, and to organize new bureaux (presumably for the consideration of further regulations) whereby employment may be found for hungry "expectants." Small wonder then that the first motto of reform in China is *justice to the ruler*, and that the sovereign right most jealously guarded is the official's time-honoured right to be completely within ten years from the date on which the regulations are finally approved—say, two years after the granting of the Constitution—and in the meanwhile the new standards will come into gradual use: first at Peking and in the provincial capitals and treaty ports, then (three years later) in the prefectural cities, and eventually throughout the country. But, in order that the change may not be too violent, and to conciliate those local susceptibilities which play so important a part in Chinese affairs, the first year of the reforming process is to be devoted to preliminary work of a kind that should interest and employ a large number of officials. Its

nature and objects are thus described in the regulations:

Regulation 16. Where a particular locality has a special weight or measure established by long custom and which cannot be suddenly changed, a time limit of ten years will be granted from the date on which the Government's instructions have been issued. Only one such special standard will be permitted to be preserved in each "place" (N.B. Geographical limits undefined).

At the same time it is to be understood that in any province where the old weights and measures do not differ greatly from the new standards and could easily be exchanged, the local authorities should effect the change as soon as possible, without waiting the full ten years.

Regulation 31. The Provincial Bureaux of Weights and Measures (newly created) will send out several experienced delegates to travel through the province and co-operate in selecting the old weights and measures to be retained in use, reporting in one year to the provincial authorities, for report to the Board of Commerce.

At this point the regulations begin to open up a vista of hopeless and interminable confusion sufficient to reassure anyone who dreads the dullness of uniformity.

PUBLIC OPINION.

It would be an insult to the intelligence of any Chinese official to suggest that regulations of this kind are serious; intended to attain the ostensible desired ends, or indeed that they should serve any purpose other than to impress the "stupid people with a sense of Mandarin activity while creating new and not profitable opportunities for the official class. When it is suggested that each district in the land should select one of its weights and measures for use during the transition period, discarding all the others, and that such a procedure commends itself to the official mind as a step in the direction of uniformity, or rather because of their apprehension of the difficulty of introducing the new mode at once, the official tongue is in the official check, obviously and *coram publico*; and no one is deceived by these manoeuvres. But a reform of weights and measures which solemnly begins by decreeing a ten years' period in which the standards of the prefectural cities, and the latter different again from those of the rural districts—this is *opera-bouffe* of the kind that might lead one to despair of any genuine reform ever being accomplished, were it not for the evidence daily accumulating that the *mandarin* good sense and patience of the people are steadily leading them, despite their rulers, towards the day of better things.

Government for the people in China will come from and by the people, but the Mandarin will oppose it as strenuously as the Russian autocrat opposes the Duma, though by different ways and devices of statecraft. And, for the rest, the people at large are but little disturbed by the myriad regulations of the Government's "paper" reforms.

THE WORLD'S OUTPUT OF COAL.

The 50th general meeting of the Institution of Mining Engineers was opened yesterday in the rooms of the Geological Society, Burlington House. Dr. R. T. Moore, who presided, devoted his presidential address to the subject of the coal output of the world. He said that if they started in the early years of the Nineteenth Century they would be practically at the beginning of the age of coal production. The world's output of coal, then, was probably under 15 million tons. In 1907 it was 1,080 million tons, a 70-fold increase. By 1850 the production of coal had risen to 50 million tons, and at that time the production of Great Britain was twice as much as of the rest of the world combined. The output of the United States first surpassed that of Great Britain in 1899, and America now produced 47 per cent. of the world's output. The history of coal in Germany was similar to that of the United States, the figure rising steadily and in 1907 her output reached 22 million tons. There had also been a great increase in the coal production of the British Colonies. In 1871 only one Colony, Australia, produced as much as one million tons, but in 1907 Canada produced 94 million tons, Australia 94, New Zealand 14, South Africa 44 India 11. The combined output of the British Colonies was greater than that of any European country except Germany and Austria, and the British Colonies were now fifth on the list of coal-producing countries in the world. The coal of the Colonies was a valuable asset to the British Empire. Notwithstanding all the economic introduction in coal consumption in various industries the total consumption continued to increase, and the problem was how long the coal would last. In 1893 the Prussian Government prepared the following figures of the amount of coal then existing: The United States, 684, 000 million tons, Great Britain, 198,000 million; Germany, 112,000 million; France, 18,000 million; Austria-Hungary, 17,000 million; Belgium, 15,000 million. There was also a very large quantity of coal in China, but there was no accurate estimate of the amount. If the output of coal continued to increase at the present average rate the world's supply would be exhausted within the next five hundred years, but that it would continue to increase so rapidly one could hardly believe.

Mr. Robert Nelson read a paper on "Electricity in Coal Mines," dealing with the practical application of electricity to coal mining purely from the safety point of view.

THE OVERSEAS LEAGUE.

The Committee of the Overseas League at a meeting held recently, under the chairmanship of Mr. Byron Brown, adopted a resolution deprecating the introduction into Parliament of the Importation of Plums (Prohibition) Bill, 1909, and approving the action of the London Chamber of Commerce in opposing it on the ground that while such a measure can do nothing to save the lives of birds used for millinery it threatens seriously to affect a British industry in the interest of foreign competition, and adds to the troubles that beset the labour market. Further resolutions were adopted urging the establishment of a seminar for Oriental languages; regretting that many of our Consuls are not British subjects and calling for an improvement in this direction; advocating official recognition in this country of Empire Day; and commending the proposal of Dr. R. Arthur (President of the Immigration League of Australasia) to promote the emigration of town lads to the self-governing Colonies. The Committee also requested the Lord Mayor to permit a public meeting to be held at the Mansion House under the auspices of the League to enable Dr. Arthur to place his proposals before the merchants of the City of London. The League having heard a statement by Mr. E. T. SCAMMELL, respecting the commutation of naval and military pensions with a view to enabling suitable pensioners to take advantage of openings existing for them in the Overseas Dominions, expressed the opinion that the views advocated were worthy of adoption by the Government.

SHIPPING RINGS.

COMMENTS ON THE REPORT OF THE ROYAL COMMISSION.

The Times, commenting on the Report of the Royal Commission on Shipping Rings, a lengthy summary of which appeared in yesterday's Daily Press, says:

Two of the members, Sir Alfred Bateman and Sir John Macdonell, accompanied by Mr. Webster, the secretary of the Commission, visited South Africa as a Sub-Commission, at the invitation of the South African Government, to take evidence, but the major part of the investigation was conducted in this country. Most business people probably have a fair idea of the nature of the troubles to which the Commission owes its origin; but, for the benefit of those who are only slightly informed on this subject, it may be as well to explain briefly what the dispute is. Shipping "conferences," or "rings," as their enemies call them, may be broadly defined as associations of shipowners whose object is to regulate, or restrict, competition in a carrying trade on certain routes. The vessels used by the companies forming the associations are usually, but not always, liners. The objects of the associations are attained by agreements among all concerned in them as to freight rates and ports of shipment, and by various ingenious arrangements for defeating competition. The most effective of these arrangements is the system of deferred rebates "to shippers," by which the shippers who support the "conference" lines become entitled to certain rebates on the freight nominally charged, but only receive the cash representing the rebates, some months after it has been "earned." Thus the "conference" shipowner always owes the shipper some money, which, by the terms of the agreement, he need not pay if the shipper sends goods by any non-conference line of vessels, except in a few special cases. This is where the "shipster" comes in. The shipster is the shipper who, obviously, the shipper can never escape from the conference shipowner without losing money he had expected to receive. The evidence taken before the Commission is not yet published, but the majority and minority reports contained in this important Blue-book, together with the brief "reservations" made by Lord Inverclyde and Mr. Maddison to the majority report, which they signed, and the much longer *conclusions* respecting the minority report, prepared by Sir David Barbour, appear to supply ample means of forming an opinion as to the facts under investigation.

The views of Sir David Barbour, who advocates restrictive legislation "on the lines" of the Sherman Act, would, if adopted, as the minority report observes, lead among other evils, to much litigation, and the signatories of this report are therefore in favour of an attempt to "give effect to a system of conciliation and limited supervision by the Board of Trade." They would have shippers organized into "conferences" to meet the shippers on equal terms. A very similar recommendation is made by the majority in their report, and in precise terms, based to a large extent on the success of the Australian Merchants' Association in obtaining concessions from the shipowners, as explained by Mr. Tredwen, the chairman of that association, in his evidence before the Commission. The formation of such associations is not seriously objected to by the shipowners; indeed, in many cases they would welcome them. The majority report sets forth at some length the point on which friendly discussion between the parties would probably be most useful, and it also suggests the methods by which the proposed system of conferences should be constituted in the countries where they do not at present exist, and the nature of the support they should receive from the Board of Trade. The minority are of opinion that the proposals of the majority respecting associations do not go far enough. It seems to us, however, that they go a very considerable distance, for they recommend that, in the last resort, the Board of Trade should have power to appoint a person or persons to inquire into the matter and report thereon, and that the Board should, if it thinks fit, submit the whole case to Parliament. This is a fairly drastic proposal. No doubt its strength is somewhat weakened by other passages in the majority report, and that, probably, is one reason why there is a minority report. The most important grounds of difference between the two reports are well stated in the summary of the minority report, which gives a number of reasons for regarding the conference system, with the deferred rebates, as having created a monopoly, the limitations of which are in many cases illusory, and which generally tend to decline. It may be said broadly that the majority report, which is signed by eleven members, of whom three are shipowners, and one, Sir W. T. Lewis, is connected with the shipping interest, gives a rather more favourable view of the results of the conference system than the report of the minority, but it contains some strong remarks on the abuses of the system. It is noteworthy that most of the examples of high-handed treatment of shippers by the conference come from South Africa, and we cannot help thinking that the powerful personality of the late Sir Donald Currie, who was very much of an autocrat in the conduct of the affairs of the great company with which he was identified, may, in this instance, have had an injurious effect.

Among the distinctly bad results of the conference system as regards South Africa is the advantage enjoyed in certain trades by American shippers. The friends of the system have always made a great point of the fact that the United Kingdom had no advantage over the United States in the matter of freights to South Africa. This was a cold comfort for British shippers, who suffered from the competition, at lower rates, of American manufacturers and merchants. The majority report says:—"We consider that this is a grave defect in the system, which has, in the past, led to diversion of orders from this country to the United States of America, and thereby discounted the benefits obtained from the system." As we have seen, the majority have great confidence in the future of the conference system, and the formation of the associations of shippers, the formation of which they recommend. We are afraid that unless the more decided measures recommended in the minority report are adopted, the advantage assumed by the United States will not be diminished. The associations will need a good deal more support from the Board of Trade against the powerful force of the conference shipowners than is contemplated by the majority report. The minority report relies largely on the effect which would be produced by more publicity as to the workings of the conferences. Good judges are of opinion that already a wholesome result has followed from the mere appointment of the Commission and the investigations it has carried out. "One valuable check," says the minority report, "would be the certainty that the results of official inquiries would be promptly brought to the notice of Parliament." The recommendations of the majority report are also not strong enough on this point. It also appears to us that the minority members are right in insisting that the Board of Trade should have full freedom to "recognize any association which is in its judgment, or is adequately representative character." On the

other hand, we are glad that, although both reports are opposed to legislation forbidding combinations, they are both, in different degrees, in favour of watching carefully the working and further developments of the conference system, and are prepared for more stringent regulation, should future events demand it. We may add that our impression, derived largely from the character of the majority report, is that the evidence, when it is published, will tend to give support to the views of the minority rather than to those of the majority.

NOTICES TO CONSIGNEES

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 2.30 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th July, or they will not be recognized.

No Fire Insurance has been effected.

ARNOLD, KARBURG & Co.,
Agents.

Hongkong, 24th June, 1909. 891

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE."

Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. "Moldavia."

From Calcutta, ex S.S. "Pestovar."

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 30th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 23rd June, 1909. 1

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 25th June, 1909. 1894

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAMAZU, SAYO, SHINNEW AND KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO AND KIGYO KOMATSU Coals.

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GEARING & Co.

MANILA: Messrs. MACDONALD & Co.

For Particulars apply to H. OISHI, Manager.

No. 2, Pedlar, Street, Hongkong.

Hongkong, 9th January, 1909. 165

THE DIRECTORY AND CHRONICLE

FOR 1909

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

ARRIVALS.

ALEXANDER, U.S. Naval transport, 6,560, E. W. Harrioka, 29th June—Manila 26th June, Supplies U.S. Navy.

BANRI MARU, Japanese str., 2,368, J. Yamada, 29th June—Mojito 23rd June, Coal—Mitsui Bussan Kaisha.

HAIKUN, British str., 636, J. W. Evans, 29th June—Swatow 28th June, General—Douglas, Laprak & Co.

KLEIST, German str., 8,950, O. Pahnke, 29th June—Hamburg 24th May, Mails and General—Melchers & Co.

NANSANG, British str., 2,591, P. M. B. Lake, 28th June—Calcutta, Penang and Singapore 23rd June, General—Jardine, Matheson & Co.

NIPPON MARU, Japanese str., 3,452, W. E. Filmer, 29th June—San Francisco via Ports 1st June, Mails and General—Tokyo Kisen Kaisha.

SIMONSON, Dutch str., 1,202, H. Von, 29th June—Nansang—14th June, Sugar—Chinese.

TAIKUO MARU, Japanese str., 2,933, Fukui, 28th June—Mitsui 22nd June, Coal—Mitsui Bussan Kaisha.

TAKEKAWA MARU, Japanese str., 2,943, Mochizuki, 29th June—Kobe 21st June, Matsushita and Coal—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
29th June.

Hirano Maru, Japanese str., for Singapore.

Kajuku Maru, Jap. str., for Wakamatsu.

Kleist, German str., for Shanghai.

Melchers, British str., for Singapore.

DEPARTURES.

29th June.

ARRATOON APCAR, British str., for Singapore.

BENMOHR, British str., for Bangkok.

CLARA JENSEN, German str., for Haiphong.

CHIEFLI, British str., for Shanghai.

CHINHOA, British str., for Canton.

DAIYU MARU, Japanese str., for Swatow.

EASTERN, British str., for Shanghai.

E. F. FERDINAND, Aus. str., for Singapore.

ELI, Norwegian str., for Haiphong.

GIENONIK, British str., for Amoy.

HAIYANG, British str., for Swatow.

KOREA, American str., for Shanghai.

ORSTEN, British str., for Nansang.

SAMSEN, German str., for Bangkok.

TAMING, British str., for Manila.

WELSH PRINCE, British str., for Yokohama.

SHIPPING REPORTS.

The British str. *Haiman* reports: Fresh S.W. winds and fine.

The British str. *Nansang* reports: Light southerly winds, smooth sea, fine and clear weather.

VESSELS IN DOCK.

June 29th.

ABERDEEN DOCK.—*Honan*, *Argus*, *Tango* Maru, *Hilary*, *Hailan*, *Frya*.

KOWLOON DOCK.—*Honan*, *Argus*, *Tango* Maru, *Hilary*, *Hailan*, *Frya*.

COSMOPOLITAN DOCK.—*Honan*, *Argus*, *Tango* Maru, *Hilary*, *Hailan*, *Frya*.

TAIKOO DOCK.—*Maple Leaf*, *Anhui*.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"

Captain A. E. Gentles, will be despatched for the above ports on SATURDAY, the 3rd July, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.

Agents.

Hongkong, 26th June, 1909. [879]

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR.

Taking Cargo on all Ports in Netherlands India on through Bill of Lading.

THE Steamship

"TIJANAS,"

Captain A. Pandar, will be despatched for the above Ports on or about SATURDAY, 3rd July.

For information as to Freight and Passage, apply to the

Head Agent of the

JAVA-CHINA-JAPAN LIJN,

York Building, 1st Floor.

Hongkong, 26th June, 1909. [902]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GUY, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE,"

Captain O. Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 10th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACDONALD," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT" due in London on the 22nd August, 1909.

For further particulars, apply to

B. A. HEWITT,

Superintendent.

Hongkong, 28th June, 1909. [1]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE,"

Capt. W. O. Tyers, will be despatched as above on or about the 12th July.

For Freight apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 24th June, 1909. [884]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k w," together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blakes Pier. 3 From Blakes Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	About 1st July.
LONDON & ANTWERP	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 10th July, at Noon.
ROTTERDAM, MARSEILLES & HAMBURG &c.	SEIGRA	Brit. str.	—	Hayes	JARDINE, MATHESON & Co., Ltd.	About 20th July.
ANTWERP, ROTTERDAM & HAMBURG, &c.	ISTRIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 20th July.
HAYRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINIE	To-morrow.
HAYRE, COPENHAGEN & ST. PETERSBURG	SLAVIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 20th July.
HAYRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	—	—	MELCHERS & Co.	Middle of July.
HAYRE, ROTTERDAM, BREMEN & HAMBURG &c.	SEGOVIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 20th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOURANE	Fr. str.	—	Sachs	MELCHERS & Co.	On 4th Aug.
MARSEILLES, LONDON & ANTWERP	BINGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 6th July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CARDIGANSHIRE	Brit. str.	—	W. O. Tyers	NIPPON YUSEN KAISHA	About 12th July.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 21st July, at 4 p.m.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	HIBANO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	About 30th inst.
NAPLES, GENOA, ALGIERA, GIBRALTAR, &c.	P. R. LUTFOLD	Ger. str.	—	H. Kirchner	TOYO KISEN KAISHA	To-morrow, at 5 p.m.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	ST. PATRICK	Brit. str.	—	—	MELCHERS & Co.	To-morrow, at 10 a.m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	About 13th July.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTREAL	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 3rd July, at 6 p.m.
TACOMA VIA KEELUNG, SHANGHAI JAPAN, &c.	TACOMA MARU	Jap. str.	—	Yamamoto	CANADIAN PACIFIC R. Co.	On 14th July, at Noon.
VICTORIA, B.C. & TACOMA VIA JAPAN.	OSABO	Jap. str.	—	E. W. Davis	OSAKA SHOSHEN KAISHA	On 1st July.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TANGO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 6th July, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	AKI MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 20th July, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	L. Lens	MELCHERS & Co.	On 18th July, at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	KUNANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 9th July, at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 18th July, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	STANTON	Brit. str.	—	McArthur	GIBB, LIVINGSTON & Co.	On 21st July, at Noon.
YOKOHAMA, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 6th Aug., at Noon.
KOBÉ & YOKOHAMA	CHUNSAKU	Jap. str.	—	Sawyer	JARDINE, MATHESON & Co., Ltd.	On 11th July, at 4 p.m.
KOBÉ & YOKOHAMA	CHUNSAKU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 6th July, at 3 p.m.
NAGASAKI, KOBÉ & YOKOHAMA	HIRANO	Jap. str.	—	W. J. Davies	JARDINE, MATHESON & Co., Ltd.	On 7th July, at 3 p.m.
NAGASAKI, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 7th July, at Noon.
NAGASAKI, MOJITO, KOBÉ & YOKOHAMA	ATSUTA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 30th July, at 5 p.m.
WEIHAUWEI, CHEFOO & TIENSIN	HUICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 2nd July, at 4 p.m.
TIENSIN VIA WEIHAUWEI & CHEFOO	CHIEPHING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	On 6th July, at Noon.
SHANGHAI, KOBÉ & YOKOHAMA	TOTOMI MARU	Jap. str.	—	R. Smith	NIPPON YUSEN KAISHA	To-morrow, p.m.
SHANGHAI, KOBÉ & YOKOHAMA	ANHUI	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, KOBÉ & YOKOHAMA	KLEIST	Ger. str.	1 m.	O. Pahnke	MELCHERS & Co.	To-day, at 10 a.m.
SHANGHAI, KOBÉ & YOKOHAMA	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	About 1st July.
SHANGHAI, KOBÉ & YOKOHAMA	SARDINIA	Brit. str.	—	C. O. Talbot, R.N.R.	P. & O. S. N. Co.	On 2nd July, at Noon.
SHANGHAI, KOBÉ & YOKOHAMA	YANGTSE	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 3rd July, at Noon.
SHANGHAI, KOBÉ & YOKOHAMA	POHCHING	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 4th July, at 10 a.m.
SHANGHAI, KOBÉ & YOKOHAMA	LIYAN	Brit. str.	1 m.	T. Arthur	BUTTERFIELD & SWIRE	On 4th July, at 10 a.m.
SHANGHAI, KOBÉ & YOKOHAMA	YUDDO	Dan. str.	—	Williams	MELCHERS & Co.	On 5th July.
SHANGHAI, KOBÉ & YOKOHAMA	CALEDONIAN	Franch. str.	—	Brudo	MELCHERS & Co.	On 5th July, p.m.
SHANGHAI, KOBÉ & YOKOHAMA	YATSHING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 5th July, at Noon.
SHANGHAI, KOBÉ & YOKOHAMA	YINGCHOW	Brit. str.	1 m.	Frazier	BUTTERFIELD & SWIRE	On 8th July, at 4 p.m.
SHANGHAI, KOBÉ & YOKOHAMA	DEWZA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 8th July.
SHANGHAI, KOBÉ & YOKOHAMA	CHENAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th July, at 10 a.m.
SHANGHAI, KOBÉ & YOKOHAMA	ANDALUSIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 11th July.
SHANGHAI, KOBÉ & YOKOHAMA	TIYAHU	Dan. str.	—	Bouman	JAVA-CHINA-JAPAN LIJN	Quick despatch.
SWATOW & AMOY	SOERU MARU	Jap. str.	—	R. Sugi	OSAKA SHOSHEN KAISHA	On 7th July, at 10 a.m.
SWATOW & AMOY	DAIYU MARU	Jap. str.	—	H. Murayama	OSAKA SHOSHEN KAISHA	On 4th July, at 10 a.m.
SWATOW & AMOY	DAIYU MARU	Jap. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 a.m.
SWATOW & AMOY	DAIYU MARU	Jap. str.	—	Y. Fung	OSAKA SHOSHEN KAISHA	On 2nd July, at 2 p.m.
SWATOW & AMOY	DAIYU MARU	Jap. str.	2 h.	W. C. Pennington	DOUGLAS LAFRAIK & Co.	On 4th July, at 10 a.m.
SWATOW & AMOY	DAIYU MARU	Jap. str.	—	Jameson	BUTTERFIELD & SWIRE	On 2nd July, at 4 p.m.
SWATOW & AMOY	DAIYU MARU	Jap. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 3rd July, at Noon.
SWATOW & AMOY	DAIYU MARU	Jap. str.	—	E. Rodger	SEAWAY TOMES & Co.	On 3rd July, at Noon.
SWATOW & AMOY	DAIYU MARU	Jap. str.	1 m.	A. W. Underbridge	BUTTERFIELD & SWIRE	On 6th July, at 3 p.m.
SWATOW & AMOY	DAIYU MARU	Jap. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 9th July, at 4 p.m.
SWATOW & AMOY	DAIYU MARU	Jap. str.	1 m.	R. W. Almond	SEAWAY TOMES & Co.	On 10th July, at Noon.
SWATOW & AMOY	DAIYU MARU	Jap. str.	—	A. Somerville	BUTTERFIELD & SWIRE	On 13th July, at 3 p.m.
SWATOW & AMOY	DAIYU MARU	Jap. str.	—	G. H. Pennington	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SWATOW & AMOY	DAIYU MARU	Jap. str.	1 m.	F. Sembl	MELCHERS & Co.	To-morrow, at Noon.
SWATOW & AMOY	DAIYU MARU	Jap. str.	—	A. E. Gates	DAVID SASSOON & Co., Ltd.	On 2nd July, at 3 p.m.
SWATOW & AMOY	DAIYU MARU	Jap. str.	—	J. Robinson	JARDINE, MATHESON & Co., Ltd.	On 2nd July, at 4 p.m.
SWATOW & AMOY	DAIYU MARU	Jap. str.	—	Pandur	BUTTERFIELD & SWIRE	About 3rd July.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJITO, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davis	On 1st July.
* KUMERIC	6,232	J. Mathew	On 24th July.
* AYMERIC	4,363	J. Boyd	On 26th August.
* SUVERIC	6,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS. 8

Hongkong, 18th June, 1909.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR.	STEAMERS	TO SAIL.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	"KLEIST" Capt. O. PARNKE	Wed. day, 30th June, at 10 a.m.
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ REGENT LUITFOLD" Capt. H. KIRCHNER	Thursday, 1st July, at 10 a.m.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	Beginning of July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENS	Friday, 16th July, at 10 a.m.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 30th June, 1909.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SAT., 3rd July.	"EMPRESS OF IRELAND" FRI., 30th July.
"MONTEAGLE" WED., 14th July.	
"EMPRESS OF INDIA" SAT., 24th July.	"ALLAN LINE" FRIDAY, 20th Aug.
"EMPRESS OF JAPAN" SAT., 14th Aug.	"EMPRESS OF BRITAIN" FRI., 10th Sept.
"EMPRESS OF CHINA" SAT., 4th Sept.	"ALLAN LINE" FRIDAY, 1st Oct.

"Empress" Steamships leave HONGKONG at 6 p.m. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate (on Steamers) £43 " " and 1st Class Railway " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blakes Pier.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR.	STEAMERS	TO SAIL.
SHANGHAI, KOBÉ & YOKOHAMA	"CALEDONIAN" Capt. Brano	On 5th July, P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelotti	On 6th July, 1 p.m.
SHANGHAI, KOBÉ & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 19th July, P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIC" Capt. Lafont	On 20th July, 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia, at Port Said for the Suez, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 22 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. DE CHAMPMORIN, AGENT,
Queen's Building.

Hongkong, 23rd June, 1909.

SHIPPING IN PORT.

STEAMERS.

ANHUI, British str., 1,350, J. Mothrel, 9th June—Shanghai 6th June, General—Butterfield & Swire.

BUJUN MARU, Japanese str., 1,818, Y. Fungo, 27th June—Shanghai 20th June, General—Osaka Shosen Kaisha.

CARL DIEDERICHSEN, German str., 3,774, T. Kayser, 28th June—Haiphong and Hoihow 27th June, General—Jensen & Co.

CAMERON, British str., 2,053, Bainbridge, 19th June—New York 24th April and Sabang 6th June, Korosine—Standard Oil Co.

CHANGCHOW, British str., 1,232, A. Partridge, 24th June—Chinwangtao 18th June, Coal—Butterfield & Swire.

CHIEFLI, British str., 1,143, Warrack, 26th June—Hilo 15th and Cebu 21st June, Sugar—Butterfield & Swire.

CHINHOA, British str., 1,248, A. Harris, 28th June—Shanghai 24th June, General—Butterfield & Swire.

DEWY, British str., 1,562, J. Jenkins, 22nd June—Saigon 18th June, Rice—Man Fat.

DEWYONGSE, Ger. str., 1,057, Fr. Rehwaldt, 15th June—Bangkok 6th June, General—Butterfield & Swire.

DEWY, Norwegian str., 1,102, J. Bing, 21st June—Swatow 20th June—Hamburg—America Line.

EMPEROR OF CHINA, British str., 3,046, W. Dawson, R.N.R., 24th June—Vancouver 3rd June, General—C. P. R. Co.

FOOSHING, British str., 1,423, T. Lishman, 25th June—Ta

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN. ANG. COLOMBO Port SAID and MARSEILLES	NAMUR Capt. H. W. Kanrick, R.N.R.	About 1st July	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 1st July	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 8th July	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAULT Capt. O. Jones, R.N.R.	Noon, 10th July	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th June, 1909.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
ILOLO	"SUNGKANG"	On 30th June, 4 P.M.
CEBU and ILOILO	"ICHANG"	On 1st July, Noon.
SHANGHAI	"ANHUI"	On 1st July, 4 P.M.
BATAVIA, SAMARANG and SOERABAYA	"SHANTUNG"	On 2nd July, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 2nd July, 4 P.M.
BOHAI and HAIPHONG	"SINGAN"	On 4th July, 11 A.M.
SHANGHAI	"LINAN"	On 4th July, 11 A.M.
MANILA	"TEAN"	On 8th July, 4 P.M.
SHANGHAI	"YINGCHOW"	On 11th July, 11 A.M.
MANILA	"CHENAN"	On 13th July, 3 P.M.
MANILA	"TAMING"	On 13th July, 3 P.M.

THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th June, 1909.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 2nd July, Noon.
MANILA	"YUENSANG"	Friday, 2nd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 3rd July, Noon.
SHANGHAI	"FOOSHING"	Sunday, 4th July, 11 A.M.
SHANGHAI	"YATSHING"	Tuesday, 6th July, Noon.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHIPSHING"	Tuesday, 6th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 6th July, 3 P.M.
KOBE & YOKOHAMA	"HINANG"	Wednesday, 7th July, 3 P.M.
MANILA	"LOONGSANG"	Friday, 9th July, 4 P.M.
MOJI	"CHUNGSANG"	Sunday, 11th July, 11 A.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 30th June, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 3rd July, Noon.
RUBI	2540	R. W. Almond	Manila	On 10th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 28th June, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIKUN"	SWATOW	WEDDAY, 30th June, at 2 P.M.
"HAICHING"	SWATOW, AMOY & FOCHOW.	FRIDAY, 2nd July, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 30th June, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.
Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. SLAVONIA	2nd July
S.S. ANDALUSIA	13th July
S.S. SAXONIA	20th July
S.S. DORTMUND	26th July
S.S. SPEZIA	13th Aug.
S.S. C. FRED. LAEISZ	17th Aug.

Further Particulars, apply to—

Hongkong, 30th June, 1909.

HOMEWARD.

FOR ANTWERP, ROTTERDAM & HAMBURG:	
S.S. SITHONIA	1st July
FOR HAVRE, BREMEN & HAMBURG:	
S.S. SCANDIA	6th July
FOR ROTTERDAM, Marseilles & Hamburg:	
S.S. ISTRIA	20th July
FOR HAVRE & HAMBURG:	
S.S. BRASILIA	20th July
FOR HAVRE, ROTTERDAM, BREMEN, & HAMBURG:	
S.S. SEGOVIA	4th August

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July.
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to

Hongkong, 11th June, 1909.

MELOCHERS & CO.,
AGENTS.

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NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, P. O. R. & SUEZ	BINGO MARU Capt. A. Christensen	6500	WEDDAY, 7th July, at Daylight
COLOMBO, and PORT SAID	KAWACHI MARU Capt. H. Peterson	6500	WEDDAY, 21st July, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	TANGO MARU Capt. S. Ishikawa	8000	TUESDAY, 6th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU Capt. K. Sato	7080	TUESDAY, 20th July, at 4 P.M.
SHANGHAI and KOBE	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5000	FRIDAY, 6th Aug., at Noon.
KOBE and YOKOHAMA	YAMATO MARU Capt. T. Sekine	5000	THURSDAY, 1st July, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	TAMBA MARU Capt. C. H. Butler	6500	WEDDAY, 7th July, at 5 P.M.
	ATSUTA MARU Capt. Wm. Thompson	9000	FRIDAY, 30th July, at 5 P.M.

Fitted with New System of Wireless Telegraphy.

Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s Newly Built 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN
HONGKONG AND JAPAN PORTS.Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

Hongkong, 8th June, 1909.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VOGES ROAD,
HONGKONG.

Japan Office:

14, WATER STREET,
YOKOHAMA.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	Second half of June	JAVA	Second half of June
TJIPANAS	SWATOW	Second half of June	JAVA	First half of July
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July
TJILWONG	JAPAN	First half of July	JAVA	First half of July
TJIKINI	JAPAN	Second half of July	JAVA	Second half of July
TJIBODAS	JAPAN	First half of Aug.	JAVA	First half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 29th June, 1909.

Telephone No. 375.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSU MARU	5000 tons gross	Sail July 1st, at 5 P.M.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSU MARU	500 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 29th June, 1909.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"TACOMA MARU" Capt. Yamamoto	6,178	SATURDAY, 3rd July.
	"PITZPATRICK" Capt. H. Murayama	4,416	SATURDAY, 31st July.
	"SEATTLE MARU" Capt. K. Suoi	6,178	SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
SWATOW, AMOY, FOCHOW & SHANGHAI	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 1st July, at 10 A.M.
TAMBUK via SWATOW & SWATOW	"DAIGI MARU" Capt. H. MURAYAMA	SUNDAY, 4th July, at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. K. Suoi	WEDDAY, 7th July, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.
The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.T. ARIMA,
MANAGER.

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VESSELS ON THE BERTH

HONGKONG—BOSTON—NEW YORK.

S.S. "ST. PATRICK"	About 13th July.
For Freight and further information apply to—	
SHEWAN TOMES & Co., General Agents.	
Hongkong, 3rd June, 1909.	[855]

"SHIRE" LINE OF STEAMERS, LTD.

For LONDON and ANTWERP.

The Steamship

"SEGURA"

Captain Hayes, will be despatched as above on or about the 20th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and Electric Fans in State-rooms. Doctor and stewardess are carried.

Fares to London £35.

For Freight, or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 24th June, 1909.

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NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LINDA CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898.

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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